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Montana and the Sky



Department of Transportation - Aeronautics Division

Vol. 45 No. 8

August 1994

Frontier To Serve Montana

Frontier Airlines announced that it will start serving Montana with flights from Denver to Bozeman and Missoula beginning August 5 and will add Billings and Great Falls starting September 26.

The four Montana points will bring the total number of cities served on the airline's three-state route network to nine.

Boeing 737-200 jets with 108 seats will fly from Denver to Bozeman and on to Missoula, then return to Bozeman and Denver. The twice daily round-trip flight to Billings and Great Falls will be scheduled on a Denver-Billings-Great Falls routing.

Frontier Chairman M.C. "Hank" Lund said the flights will help fill a void in jet service. Lund said Frontier's Montana schedule will be timed for good flight connections out of Denver.

The Company's discount plans will not have the common requirements of Saturday-night stayovers and the purchase of round-trip tickets. Special introductory fares are planned.

Chairman Lund and other key executives of the new airline previously held similar positions at the former Frontier Airlines.

Frontier is re-emerging after the airline stopped operating eight years ago and entered bankruptcy. The pilots, crew members, attendants and executives, who shared a special camaraderie, have remained in touch over the years, holding annual reunions that have drawn 1,000 or more.

Many never lost the hope that they would reunite in a new, successful venture. About three-fourths of the 180 employees working for the reborn airlines also worked for the original Frontier. "The Frontier spirit has never died", said Lund.

Frontier launched its first flights on July 5, 1994, with two Boeing 737-200s deployed on earlier abandoned jet routes from Denver to Bismarck, Fargo, Grand Forks and Minot, North Dakota.

The Bozeman and Missoula service will create a total of 15 to 20 jobs in those cities.

The Montana Aeronautics Division and Board met with Frontier officials and other Montana airport managers and interested parties a few months ago to express their interest and support of the carrier. On behalf of the Division and the Board, we extend our sincere congratulations and best wishes to Frontier Airlines.

Essential Air Service Gets Boost

The Senate Subcommittee on Transportation Appropriations approved the federal investment in Montana's Essential Air Service (EAS) program for fiscal year 1995, according to the Chair, Sen. Max Baucus.

Under a bill already approved by the U.S. House of Representatives, three Montana communities would lose their EAS: Lewistown, Miles City and Glendive. Under the House passed bill, there was also a possibility that Havre would lose its EAS service.

Senators Baucus and Burns have been rallying Congressional support for EAS, as in the past, and said they'll work to make sure the bill passes the Senate and is signed into law.

As chairman of the Senate Environment and Public Works Committee, Baucus organized several letters to Senate leaders, and has aggressively lobbied the Senate on behalf of Montana's EAS program. The funding bill will now go to the full Senate Appropriations Committee then the Senate floor for a vote. If approved by the Senate, the bill will go to a joint conference committee of the House and Senate to work out differing versions of the legislation. EAS was created by Congress in 1978 to assure that rural communities don't lose air transportation services as a result of airline industry deregulation.

The Montana Governor's EAS Task Force continues to be very active and will continue to work with the national organization to ensure full funding for EAS in 1995.

PLEASE RETURN

Administrator's Column

Russia Via General Aviation

In May of this year I, accompanied by co-pilot Brenda Spivey, flew my Bonanza to Provideniya, Russia. Brenda, a licensed pilot, has co-piloted with me on many long-distance overwater flights into numerous foreign countries over the past many years; and we agree that this was one of our most interesting and enjoyable flights. Preparation for this flight started about two months prior to departure. Without the help of Jim Cook of North Pole, Alaska, we could not have gotten all of the necessary paperwork processed. Jim, as some of you may recall, spoke at our Bozeman Aviation Conference in 1992; and, at that time was Chief of the Nome Flight Service Station. Jim has made several flights into Russia in his Cessna 310.

Also of great help, as well as giving encouragement, were Loren Smith of Great Falls and Bob and Linda Marshall of Belgrade who have previously flown their airplanes to Provideniya.

We departed Helena very early (5:30 a.m.) in the morning and flew to Calgary, cleared Canadian Customs, fueled, then flew to Northway, Alaska where we cleared U.S. Customs and fueled. We flew on to Anchorage, arriving that same day (5:30 our time). The weather was beautiful. We had our VISAs before leaving Helena but did not have our Russian Flight Permit so we had to TELEX a second request to Moscow the day we departed Helena. This was done through Brenda's friend Kalen Wittner of ERA Airlines in Anchorage because it is nearly impossible to find any place in the lower U.S. with TELEX. The Russians still require TELEX flight requests. The approved flight permit was on Kalen's desk the following morning. We never did know the status of the first request. Kalen Wittner joined us in Anchorage along with a life raft and three arctic water emersion (survival) suits. We then flew to Nome, stayed overnight, and made the necessary flight plan arrangements for our departure the following day.

Jim Miller, Nome FSS Chief, was a big help in flight planning. Provideniya is one day ahead minus three hours because you cross the International Dateline. Their airport is closed Saturday and Sunday so it's important to keep your dates straight. Because of unavailability of aviation fuel in Provideniya, we carried a ferry tank instead of the left rear seat giving us more than adequate fuel. We flew across the Bering Sea 212 nautical miles from Nome to Provideniya. The sea had lots of large flat bodies of floating ice but was not solid. It was a beautiful clear day only to arrive with a fog bank hanging in the Provideniya Bay, and even though we could see the airport, we were required to follow an instrument arrival and letdown procedure utilizing two NDBs. The controller cautioned us about rough gravel runway conditions with patches of snow.

We were met by neatly uniformed Russian soldiers with fur caps - very colorful - just like the pictures we have all seen. They were quite sober but when the two girls climbed out wearing their beautiful bulky red survival suits and wanting to take photos with them, they did warm up a little and slightly crack a smile or two. A front end loader arrived and took our belongings to a room in the terminal building while we were escorted to the same place by the soldiers. After filling out forms and checking through customs, immigration, and security (one at a time in a separate room), we were invited to wait in an international waiting room which was much nicer than the regular waiting room; however, we were free to wait in either for our "host" Surgey Pokidow to pick us up. Surgey is the ATC Tower Chief and lives close to the airport in the small village of Urelka. Surgey picked us up in an airport van and took us to his home where we met his wife Taniya and two children. They had gone to a lot of trouble to rearrange quarters to accommodate us; however, their apartment was quite pleasant, modern, and comfortable.

See RUSSIA, page 4



Montana and the Sky
Department of Transportation
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Official monthly publication
of the
Aeronautics Division
Telephone 444-2506
2630 Airport Road
Helena, Montana 59604
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Montana and the Sky is published monthly
in the interest of aviation in the
State of Montana.
Third Class postage paid at
Helena, Montana 59604

Subscription: \$5 per year
Editor: Debbie Alke
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National Weather Service Update

By: Gina R. Loss

Acting Meteorologist-in-Charge

Helena National Weather Service Office

Due to an upcoming sharp reduction in staff, the National Weather Service office in Helena finds it necessary to temporarily reduce hours of operation. This reduction will begin at 12:01 a.m., Sunday, August 21, 1994. It is anticipated that this reduction in hours of operation will last four to six weeks. However, additional staff shortages and budget uncertainties are possible in the future which may prolong the current reduction or result in similar reductions later on.

Having reviewed the times of scheduled arrivals and departures of flights at the airport, and in an effort to minimize impact on airport users, it has been decided that during the reduction the Weather Service will operate two nine-hour shifts; hours of operation will be from 6:00 a.m. to midnight daily.

With the occurrence or threat of severe weather, the office will remain open or reopen as necessary.

Those operators who will be needing observations between the hours of midnight and 6:00 a.m. are requested to contact the Weather Service as soon as possible at 449-5204 to arrange for SAWRS observation training and certification.

Thank you for your time and cooperation in this matter.

AOM Flight Training Scholarship

Aviation Organizations of Montana (AOM) includes representatives from the MAMA, MAAA, MATA, EAA, MFF, MT 99s, MPA, CAP, MAD, AMAA, and the MT Seaplane Assoc, formed "... to promote all facets of aviation in the State of Montana."

AOM has established a scholarship to financially assist a student pilot in obtaining their private pilots certificate. A \$500 scholarship will be awarded annually for five (5) years to a Montana Student Pilot. Applications are being accepted for the first scholarship to be presented at the Montana Aviation Conference in March 1995. All applications must be postmarked by October 1, 1994.

Applications and guidelines are available at FBOs, from CFIs around the state and from the Montana Aeronautics Division. Photocopies of an application form are acceptable.

Guidelines include: applicant must be a resident of Montana. All flight training must be received in Montana by a Montana registered CFI.

If you are unable to find an application, please send a self addressed stamped envelope to MT 99s, c/o AOM Flight Training Scholarship, 1615 S. Black #108, Bozeman, MT 59715.

CHANGE OF ADDRESS

Each time a newsletter must be returned to us because of a wrong address, we pay the post office. Returning charts and directories costs even more. If you are moving, please take a little time to fill out the form below

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New address _____

Old address _____

New phone number _____

✈ NOTICE ✈

At press time, it has just been announced that the GA Product Liability Bill has passed both the US House and Senate and is on President Clinton's desk for signing!

Airport Appreciation Day

A fly-in and appreciation day was held at Frank Wiley Field at Miles City in June. Over 50 aircraft attended the event.

One of the featured airplanes on display was the BT-13 a pilot trainer for World War II, co-owned by Bob and Linda Marshall and Bob Green. The Marshalls travel to airshows and other functions during the summer, taking turns filling interested people in on the plane's history and giving them rides in the plane.

Show participants were Larry French, Phil Petrik and Roger Meggers. Darren Pluhar gave an ag demonstration in his Husky.

Other attributes of the day included a fly-by of an A-26, radio controlled model airplanes, airplane rides and a Vultee BT-13.

A Young Eagles Rally was held and more than 65 young people were provided a demonstration flight. (See photos, page 6)

Calendar

August 4 - 7 — MAAA Fly-in, Three Forks

August 6 - 7 — Stillwater Landing Splash-in, Stillwater Lake

August 20 - 21 — Lethbridge International Air Show, Lethbridge, Alberta, Canada

August 22 - 24 — INAC Annual Conference, Cheyenne, WY

August 26 - 27 — Annual Barnstormers Fly-in, Columbus

August 26 - 28 — Idaho Aviation Conference, Boise, ID

September 3 - 5 — Yellowstone Family Fly-in, West Yellowstone

September 16 - 18 — Mountain Search Pilot Clinic, Kalispell

September 23 - 25 — Montana Pilot's Association Fall Fly-in, Glendive

Taniya was a great cook and fixed delicious meals and pastries.

We had a busy time touring the villages of Urelica and Providenia. The weather was still very cool with some snow and the bay was still solid ice. Of particular interest was being invited to a school musical program. The English teacher who lived in the same apartment house as Pokidow's invited us and translated most of the program announcements for our benefit. The school seemed to have quite an age spread. On another visit to the school, I visited the shop where the students must have been high school ages and was impressed with their shop equipment and what appeared to be very indepth mathematical calculations. The teacher was nice and tried to continue with

his class, but I was obviously a disruption so I took a few pictures, thanked him, and left. The people were very friendly, especially the kids who wanted to trade souvenirs. We were treated so well that we wished we could have stayed longer.

Upon departure, we had to again go through security, customs, and immigrations. They wanted to know exactly how much money we went into Russia with and how much we left with. They counted our money and would not allow us to leave with Russian rubles. Sergey took care of filing our departure flight plan. We paid our airport fees and were escorted to our Bonanza by the soldiers who seemed more friendly - they even brought their own camera and wanted pictures taken of them with Brenda

and Kalen. They didn't care about me - only to snap photos. I'll admit they (the girls) did look more like girls before donning their fat red emersion survival suits. Our departure was IFR but only because they kept us low for about 30 minutes and then we were out of the clouds into clear conditions. We landed in Nome, cleared customs, then on back to Helena via McGraph, Anchorage, Whitehorse, and Edmonton. Except for brief IFR during arrival and departure at Provideniya, we actually experienced very good weather the entire trip.

Due to space constraints, I have to cut this story short but all in all, this was a great trip and one I would recommend to anyone with a yen for adventure.

Antiques tour Canada

On Tuesday, June 7th, the Montana Antique Aircraft Association gathered 24 aircraft and 50 people at Cut Bank for a very successful 1994 Antique Air Tour.

The tour started with Arnie and Kaye Lindberg hosting the crowd at their FBO in Cut Bank. Tuesday evening, flight leader Bram Tilroe, member of the Alberta Aviation Council and an air traffic controller at Edmonton Center outlined the plan for the tour through Canada. Bram flew his Piper Dakota and was assisted by Gary Witzke flying a Cessna 182 and Jerry Mulder who flew his Grumman Tiger.

On Wednesday, the group left Cut Bank and flew to the Del Bonita Airstrip/Border crossing to clear Canadian customs with the first stop being Nanton where John and Rita Green have a very nice strip. After departing the Green's, the tour flew to Airdrie north of Calgary. Airdrie is a WWII training base and is privately owned by the Conroy family. Here the group was hosted by the Western Warbirds and Airdrie Flying Club, fed a delicious dinner and breakfast on Thursday morning. Leaving Airdrie, the tour headed northwest 48 miles to Drumhelle where the Royal Tyrell Museum of Paleontology and was originally settled by miners.

The next stop being Red Deer, the group was hosted by the Red Deer Flying Club and Jerry Mulder. On Friday, the group departed Red Deer for Lacombe and by late morning landed on the ramp of the Reynolds-Alberta Museum in Wetaskiwin. Saturday the group enjoyed a buffalo burger barbecue hosted by the Wetaskiwin Flying Club and departed Sunday morning for home. All in all, the tour was a great success and was hosted by a great country whose hospitality is second to none.



Bram Tilroe, Flight Leader presented the plan of events.

Antique Air Tour



Gar Jermunson flew this beautiful antique stinson



These old birds drew lots of attention from the local communities



This red, white, and blue PA-12 owned and flown by Jim Bastiani made the trip easily



This old DC-3 was available for those interested in returning to the "Days of Old" for a few moments.



Gar Jermunson found the customs people at Del Bonita to be very thorough and professional yet friendly



The welcome received from the Canadians was first class

Airport Appreciation Day



EAA Air Adventure Museum Opens Lab

Young visitors to the EAA Air Adventure Museum can discover more about the world of flight in a new exhibit area just opened in the facility.

The Kodak Flight Simulation Lab will provide interactive displays for Museum visitors of all ages.

The lab will have an evolving and changing focus, with new games and flight simulators added periodically through December 1995.

The exhibit is sponsored by Rudy Frasca, an aviation enthusiast and president of Frasca International, one of the world's leading aviation simulator manufacturers.

Editorial

By Bill Marcy

(With permission of EAA Antique Classic Daily Convention News Aerogram)

The US Air Traffic Services Corporation is a fraud. It is not about improving service or access to the system, it is not about improving safety; it is not about streamlining the procurement process. It is about removing the greater part of the FAA budget from the federal budget and hiding it from scrutiny, and claiming a budget reduction. However, it is smoke-and-mirrors à la the Reagan Years. The public will not save one penny; the present passenger ticket and air freight taxes will be poured into the Corporation, which will

spend as freely and as wastefully as ever.

Second, general aviation is assured it will not be charged for access to the system. Remember that general aviation is bigger than any airline in the world. It has more seats, more pilots, mechanics and service personnel than any airline. It flies more passenger miles, and pours more money into the economic coffers than any airline. Within a year, some astute politician is going to notice this and holler "foul!" on the corporate executives, rich playboys, sports stars, and other "fat cats" who are getting a free ride at the expense of the traveling public. Goodbye "no charges for general aviation."

Finally, the real free ride is being given

to the non-flying public. For years, the FAA and its predecessor organizations have preyed on the public's fear and envy of fliers to increase its power and budget, all in the name of safety: "You don't want an airplane falling in your back yard, do you?" A major function of air traffic control is to protect the public from falling airplanes. THEY SHOULD PAY THEIR SHARE! And that means any Air Traffic Services Corporation should receive a large fraction of its funding from the public at large; that is, the general revenues of the United States. Any thing less is unfair to the flying public, including general and sport aviation. The US Air Traffic Services Corporation, is a fraud.

Annual Flight Safety Expo



The featured banquet speaker was Captain Jim Damron who spoke of his non-stop, coast-to-coast, PA-18 flight, Jim also presented a mountain navigation seminar.



The Aircraft Owners and Pilots Association (AOPA) Northwest Mountain Region representative Ray Costello and wife Floy joined the fly-in from Oregon. Montana appreciates Rays constant involvement and support.



Byron Bayers and Diane and Amy Berger enjoy dinner and conversation with the British stealth pilot, a very personable young man and quite the hit with the ladies!



Fred Hasskamp and Will Mavis take a moment to reminisce. Fred returned to Montana to instruct for the FAA Wings Program during the expo. His smiling face and good conversation was enjoyed by his many friends.



Denney Bridges, FAA, Flight Standards District Office, Helena, and fly-in chairman and Ron Mercer, Manager, Helena Regional Airport thank Fred Isaac, FAA Regional Administrator for joining the expo. Fred conducted an open session with the aviation public.

Did You Know?

General aviation aircraft consume only 7% of the fuel in air transportation while flying 67% of all flight hours flown in the United States.

Your Shoulder Harness:

If you've got it — use it!



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Thirty-two hundred copies of this public document were produced at an estimated cost of 37¢ each, for a total cost of \$1,210. This includes \$60 for production, \$526 for postage and \$624 for printing.



August 1994

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